

## **DRAFT INTRODUCTION/OVERVIEW RECOMMENDED STRATEGIES FOR 113<sup>th</sup> CONGRESS**

*December 2013*

The national economic climate remains tenuous even after four years of “recovery,” spurring continuation of the ongoing fiscal debate in Washington and throughout the nation. Federal fiscal policy has become even more uncertain after three years of budget showdowns, debt ceiling stand-offs, sequester spending cuts and a recent federal government shutdown. Consequently, the ability to accurately anticipate and budget federal funding for numerous services remains a challenge for state and local governments that are already dealing with the repercussions of significant funding cuts to critical programs. Given this environment, all federal programs seem to be facing some level of reexamination, and the path towards a long-term resolution of the federal fiscal situation remains unclear.

### **Fairfax County Economic Impacts and Strategy**

An October 2013 report from Macroeconomic Advisers indicates that recent budget battles and spending cuts have cost the U.S. economy nearly three percent of GDP since 2010, which translates into approximately \$700 billion in lost economic activity and more than two million lost jobs. Alarming, these figures do not reflect additional losses from the recent federal government shutdown, which the White House Office of Management and Budget (OMB) has estimated to have cost over \$2 billion.

With nearly 40 percent of Northern Virginia’s economy tied to the federal government, the uncertainty surrounding federal budget actions creates a particularly significant impact on Fairfax County’s economy. The recent federal furloughs, combined with the private sector’s continued reluctance to make significant hiring and spending decisions, have already taken a toll on County revenues; continued uncertainty could exacerbate the impacts on critical County programs and services.

As part of the bipartisan agreement adopted on October 17 to reopen the government and extend the debt ceiling, an FY 2014 budget conference committee was created and is required to produce a report by December 13. It is in this venue that the next debate over sequestration and cuts to Social Security and Medicare will likely occur. The FY 2014 budget conference committee, made up of 22 Senators (12 Democrats, 10 Republicans) and 7 House members (3 Democrats, 4 Republicans), held its first meeting on October 30. Virginia is well represented on the conference committee, as Senators Warner and Kaine are both members.

Though lawmakers have pledged to work across party lines to avoid another government shutdown and adopt lasting changes to rein in the rising national debt, lingering disputes threaten the road to compromise and a long-term solution to the nation’s budget challenges is not expected to emerge from the committee. It is important to note that the slowly improving economy, along with the series of budget cuts, has already dramatically slowed federal borrowing. OMB recently announced that the federal government recorded a \$680 billion deficit FY 2013; when measured as a percentage of the economy, that figure is less than half the size of the shortfall President Obama inherited in 2009. As a result, the urgency surrounding a so-called “grand bargain” to reduce the national debt through higher taxes and significant cuts to federal health and retirement programs has significantly lessened. In fact,

when lawmakers agreed to appoint the conference committee in October, discussion was primarily focused on replacing the sequester cuts rather than crafting a long-term fiscal solution.

This panel is not another supercommittee, and has no special authorities to leapfrog the committee process. Even if a deal is reached, it will still have to be debated and passed by both houses of Congress, with only a narrow window of opportunity to replace the looming second round of sequester cuts, which begin January 15, 2014. These cuts would set the Pentagon's base budget at about \$475 billion, roughly \$20 billion less than the level in the current Continuing Resolution (CR), and \$50 billion less than what was included in the Department of Defense's (DOD) FY 2014 budget request. Pentagon Comptroller Robert Hale recently warned that such cuts would require DOD to become smaller, potentially shrinking the civilian and uniformed workforce. Such a substantial reduction in military spending could have repercussions for Fairfax County and the Commonwealth, in addition to the effects of significant reductions in other essential federal programs.

### **BRAC**

There is significant pressure on Congress to launch a new base closure round. Ten think tanks spanning the ideological spectrum joined together earlier this year to write a letter to Congress urging members to move forward on BRAC, stating, "It is our shared belief that the Department of Defense (DOD) urgently needs to close excess bases and facilities, reexamine the size and structure of the DOD civilian workforce, and reform military compensation," and "[W]hile we do not all agree on the best approach to reform in each case, we agree that if these issues are not addressed, they will gradually consume the defense budget from within."

A new round of base closure (BRAC) is now expected to occur in 2015 or 2016 (i.e., during the next Congress). This year's budget provided \$2.4 billion over five years to pay for BRAC closures.

Even if Congress continues to resist BRAC, the DOD will still have to find other ways to trim installation expenditures. This will leave defense communities, like Fairfax County, at the center of a policy stalemate and facing an uncertain future in which they know significant budget cuts will occur, but in an opaque manner, leaving little flexibility to prepare for the outcome.

Additionally, in anticipation of possible long-term reductions in federal funding, the County should continue to pursue a strategic approach to the federal funding process for FY 2014, realizing that there are going to be some federal funding reductions, but that there may be other non-traditional funding opportunities to explore. Staff recommends focusing on the County's role in the National Capital Region and its connection to the functioning of the federal government, while continuing to monitor federal funding cuts that could affect the County and local economy.

### **Cybersecurity**

As reported last year, federal consolidation of government programs and offices may actually present some long range economic development opportunities for Fairfax County, by leveraging the County's location in the National Capital Region, a well-educated workforce and strong business climate to attract additional federal facilities, consolidations of personnel and increased government contracting opportunities. One such example of potential new economic growth is in cybersecurity jobs.

Government agencies and defense/aerospace firms remain magnets for cybersecurity professionals, and Northern Virginia is an ideal location for such industries. According to a recent report from Burning Glass Technologies, the demand for cybersecurity professionals in the past five years has grown more than 3.5 times faster than the demand for other IT jobs, and about 12 times faster than the demand for all other jobs. Nearly half (44 percent) of cyber security professionals say the Greater Washington, D.C., metro area (Virginia, Maryland, and the District of Columbia combined) is the center of innovation in cybersecurity.

Fairfax County has had great success in attracting and retaining some major technology firms. According to the Fairfax County Economic Development Authority, more than 300 cyber-related tech firms are already operating in the County. The County should continue to pursue additional opportunities as they arise.

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- Oppose deficit reduction actions that shift costs, impose unfunded mandates, or pre-empt local programs and taxing authority.
- Support a proactive approach to repositioning the County in anticipation of possible long-term reductions in federal funding.

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- Continue support for programs providing needed funding for transportation projects essential for BRAC mitigation.
- Seek legislative language requiring traffic impact analyses of recommendations in future BRAC proposals.
- Continue Mark Center parking cap.
- Support other mitigation and transportation demand management efforts.
- Seek legislative language requiring greater coordination between military installations and host communities for Transportation Demand Management (TDM) and coordination with host community for relocations to leased space.

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- Continue consultation with localities regarding Moving Ahead for Progress in the 21st Century (MAP-21) Regulations and the next Surface Transportation Reauthorization.
- Pursue funding opportunities and options for Phase 2 of the Rail to Dulles Metrorail extension through the US Department of Transportation (USDOT) and other federal agencies.
- Expand the federal government's funding partnership with Fairfax County for Tysons transportation improvements to ensure continuation of the region's economic vitality.
- Continue to provide dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA).
- Support legislation creating permanent parity between the level of transportation benefits provided for transit and for parking. *(new)*

#### **OTHER FEDERAL PRIORITIES/LEGISLATION.....10**

- Support relocation of the FBI headquarters to the Springfield GSA site in Fairfax County.
- Support passage of the Marketplace Fairness Act. *(new)*

## RECOMMENDED STRATEGIES FOR 113<sup>TH</sup> CONGRESS

December 3, 2013

### OVERALL FEDERAL FUNDING AND SEQUESTRATION

*The County supports a balanced approach to federal deficit reduction solutions, including a timely resolution of the current federal fiscal crisis, in order to eliminate the uncertainty that is already taking a toll on the Northern Virginia economy, as federal agencies slow the procurement and contracting process while awaiting the outcome of budget negotiations. The County also opposes deficit reduction actions that shift costs to localities, impose unfunded mandates, or pre-empt local programs and taxing authority. Finally, the County supports a proactive approach to repositioning itself in anticipation of possible long-term reductions in federal funding, leveraging the County's location in the National Capital Region, well-educated workforce and strong business climate to attract additional federal facilities, consolidations of personnel and increased government contracting opportunities (including additional BRAC rounds, expansion of cybersecurity contracting and other agency consolidations).*

The County's fiscal outlook is uniquely affected by the federal budget negotiations, due to the large number of federal contractors and federal employees who participate in the Northern Virginia economy. In addition to the larger fiscal consequences and assessments the County must make on the budget negotiations as a whole and possible impacts to the Commonwealth and County, potential direct federal funding cuts will be assessed through a strategic approach which primarily focuses on two principles for federal funding – the social safety net and transportation. Fairfax County is aware of the challenges posed by the growing federal deficit, and the need to reassess, and perhaps redirect, the allocation of federal resources. However, the County also acknowledges that federal assistance to state and local governments can help mitigate the effects of further layoffs, and that federal investments in state and local infrastructure projects helps produce private sector jobs and improve our competitiveness. As the Congress continues the daunting task of seeking long-term federal funding solutions, it is essential to avoid significant reductions to high priority programs affecting the lives of Fairfax County residents.

### BRAC/DEFENSE RELATED LEGISLATION

- The Fort Belvoir Base Realignment and Closure (BRAC) plan relocated 12,000 personnel to Fairfax County and created the immediate need for infrastructure improvements in the surrounding area. Additionally, the arrival of approximately 6,400 employees to the Mark Center site in Alexandria has affected Fairfax County both in the short term due to construction impacts on transit and traffic, and in the long term due to increased traffic through the County to the facility.

Federal commitments made in response to the BRAC relocations have significantly improved the current situation. The Army has capped the number of personnel at Fort Belvoir North Area

(FBNA) at 8,500 until additional transportation infrastructure is provided to serve that location. The I-95 HOV Ramp to Fort Belvoir North Area (FBNA), which is a Defense Access Roads (DAR) funded project, is under construction. Additionally, DOD contributed funding to construct Mulligan Road (the Route 1 to Telegraph Road connector that replaces Woodlawn Road and Beulah Street, which were closed following the events of September 11, 2001). That project is expected to be completed mid-2014. Funding through the American Recovery and Reinvestment Act of 2009 was secured for the completion of the Fairfax County Parkway. Finally, DOD awarded \$180 million in funding to widen U.S. Route 1 through the Fort Belvoir Main Post. This project will provide relief for patients of the new Fort Belvoir Community Hospital and for commuters on Route 1, which include many DoD personnel. With these commitments, solutions to some of the greatest transportation challenges facing the County are moving forward. The efforts of the County's Congressional delegation were particularly helpful in securing these essential funds.

- ***Continue support for programs providing needed funding for transportation projects essential for BRAC mitigation.*** While federal assistance has been essential to the County, there are still significant unfunded transportation needs associated with this BRAC decision. Fairfax County has also provided local funds for transportation projects and services around Fort Belvoir. Fairfax County requests continued assistance to fund programs that may help address these needs, such as the Defense Access Road (DAR) Program. The 2011 National Defense Authorization Act (NDAA) contained a provision on the DAR program which modified the criteria for the program allowing federal funding of projects “outside the fence” under DAR when mitigation is needed due to BRAC. This allows for improved planning for BRAC effects and more flexibility for off-base improvements, including multi-modal solutions, elimination of the “doubling of traffic” requirement and provision of an additional funding source. The County appreciates these efforts and requests that funding be included in the DAR program to provide for some of these needed projects.
- ***Seek legislative language requiring traffic impact analyses of recommendations in future BRAC proposals:*** The BRAC Commission is authorized by Congress periodically to review and determine which DOD bases and military installations should be closed and/or realigned. The County requests that, if Congress authorizes another BRAC round, the Commission or other appropriate body should be required to analyze the transportation impacts of a recommendation, both on the facility and to the surrounding community, before final recommendations are made.
- ***Continue Mark Center parking cap:*** Northern Virginia's Congressional Delegation included a parking cap of 2,000 spaces at the Mark Center (BRAC 133) in FY 2013 funding legislation and FY 2013 Department of Defense Appropriations bill language. The FY 2013 Military Construction, Veterans Affairs Appropriations bill extended this parking cap. The County supports the parking cap language included in previous appropriations bills and requests that it be included in future legislation.
- ***Support other mitigation and transportation demand management efforts:*** Notwithstanding funding, the DOD has the authority to mitigate the effects and extent of BRAC occupancy through agency initiatives. Fairfax County supports these efforts, such as mandating that

employees stationed at the facility telecommute or arrive at work before or after peak rush hour, assigning parking to carpool users, and other options.

- ***Seek legislative language requiring greater coordination between military installations and host communities for Transportation Demand Management (TDM):*** DOD regulations prohibit the use of federal funding to provide transit services that duplicate existing services. With the BRAC 2005 relocations, many DOD personnel were transferred from sites with robust transit services to sites without those services. Several individual agencies offered shuttle service to their employees but, in some cases, the shuttles were not coordinated with other tenant agencies on the installation or with services provided by Fairfax County in cooperation with Garrison Command. To eliminate duplication of services, the County supports legislation that would assign planning of transit services to Garrison Command and would require individual tenant agencies to coordinate requests for transit support and services through the installation. The County further supports DOD funding of a full-time, permanent Transportation Management Coordinator as part of the Garrison staff.
- ***Seek legislative language requiring coordination with host community for relocations to leased space:*** In addition to Fort Belvoir, other BRAC deployments have occurred in the County, including the co-location of four commands collectively known as the Defense Health Headquarters (DHHQ) to an existing building adjacent to an area of the County historically designated for relatively low-intensity activities. Since this BRAC action did not require new construction or environmental analysis, there was limited coordination with Fairfax County prior to the move. The County supports legislation or regulations that would require coordination with host communities for all relocations (including to leased spaces) so that proactive planning can occur, both for moves of large groups, or for the aggregation of personnel through multiple minor moves.

## TRANSPORTATION LEGISLATION

### Surface Transportation Reauthorization

- ***Continue consultation with localities regarding Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) regulations and the next Surface Transportation Reauthorization:*** The Department of Transportation is currently implementing MAP-21. Early next year Congress will begin considering the next transportation reauthorization bill. Last year's strategy included supporting transportation funding programs which may benefit Fairfax County. The U.S. Department of Transportation (USDOT), in consultation with states, Metropolitan Planning Organizations (MPOs) and other stakeholders, is developing rules to establish performance measures and standards for numerous programs. It is essential that this continues to be done in coordination with local governments and regional entities.
- The County supports language, included through the efforts of the County's Congressional delegation, which gives priority to highway transportation funding for evacuation routes surrounding military facilities. Such language benefits the area around Fort Belvoir, as well as other smaller facilities in the County. Staff will continue working with the delegation and the Federal Highway Administration to ensure that Fort Belvoir and the surrounding area are able to take advantage of this benefit.

### **Rail to Dulles Phase II**

- ***Pursue funding opportunities and options for Phase 2 of the Rail to Dulles Metrorail extension through the US Department of Transportation (USDOT) and other federal agencies:*** Fairfax County has made a significant financial commitment to fund Phase 2 of the Metrorail project. With the exception of the Dulles Toll Road users, Fairfax County is the largest financial contributor to this project. Additionally, Fairfax County has worked with the Northern Virginia Transportation Authority to provide \$41 million in regional funds for the Innovation Metrorail Station. Fairfax County supports additional federal and state funding for Phase 2, as a demonstration of the continued partnership to improve transportation in the National Capital Region. Since over 50 percent of this project is funded by revenue generated by the Dulles Toll Road users, toll rates could be significantly mitigated through additional federal and state funding contributions. The County is currently working on a joint application with Loudoun County and the Metropolitan Washington Airports Authority (MWAA) for Transportation Infrastructure Finance and Innovation Act (TIFIA) financing. Fairfax County continues to seek Congressional support for TIFIA financing, as well as for any other federal or state funding, as discussions on this vital project continue.

In addition to the new Metrorail extension, other projects are needed within the area to prepare for the new system. Priority projects include those incorporated within the multimodal access management plans recommended by the Tysons Metrorail Station Access Management Study (TMSAMS) and the Reston Metrorail Access Group (RMAG), along with funds for reexamining sound walls requirements at various locations along the corridor. Additionally, the Herndon Metrorail Station Access Management Study is now underway. The County will need funding for these projects once they are identified.

### **Tysons**

- ***Expand the federal government's funding partnership with Fairfax County for Tysons transportation improvements to ensure continuation of the region's economic vitality:*** Tysons is a major employment center and generator of public benefit for the County and the region. Fairfax County is transforming Tysons from a suburban office development to a transit-oriented, mixed-use area that will continue to provide significant revenues for the region well into the future. The Board has approved a 40-year, \$3.1 billion funding plan for Tysons, which assumes significant funding from Fairfax County and developers. However, it is important that the state and federal governments recognize the importance of Tysons and provide funding assistance as well. Fairfax County is considering options for federal funding, in particular the Transit-Oriented Development (TOD) planning grant authorized in MAP-21, which could provide some needed funding. Additionally, since extensive federal support functions are located in the area, infrastructure must continue to be addressed to ensure efficient federal government operations. Priority projects include the extension of the Route 7 widening from Route 123 to I-495; Route 7 improvements from the Dulles Toll Road to Reston Avenue; design work for other Tysons-wide transportation improvements; and neighborhood improvements outside of Tysons.

### **WMATA Funding**

- ***Continue to provide dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA):*** WMATA is the only major transit provider in the country without a



permanent, dedicated revenue source for a significant part of its revenue base. Congress passed legislation that authorizes \$1.5 billion for WMATA over ten years, if the region adopts a dedicated funding source(s) and provides an additional \$1.5 billion to match the federal funds. All three signatory jurisdictions have passed the compact amendments required to receive the federal funding, and the non-federal matches are in place. This authorization must continue to be accompanied by annual federal appropriations.

**Parity for Transit Benefits**

- ***Support legislation creating permanent parity between the level of transportation benefits provided for transit and for parking:*** Permanent parity between the level of tax-free transit benefits and parking benefits employers can provide to employees is important in making transit service more attractive to commuters who currently drive alone. Due to the large percentage of government employees currently residing in or commuting to Fairfax County, reductions in transit benefits to 2009 levels creates a significantly negative impact on County residents, as well as local and regional transit systems. Further, since the majority of County transit riders have vehicles available, a reduction in these benefits may result in more commuters driving, thereby worsening the already substantial congestion on Northern Virginia's roads. *(new)*

*Please Note: Additional transportation projects are included in the attachment to this document.*

## OTHER FEDERAL PRIORITIES/LEGISLATION

### **Relocation of Federal Bureau of Investigation (FBI) Headquarters to Springfield GSA Site:**

- ***Continue to support relocation of the FBI headquarters to the Springfield GSA site in Fairfax County:*** The FBI has been seeking a new location for its headquarters, which would likely encompass staff from the J. Edgar Hoover building in Washington, DC, along with the consolidation of staff from various satellite offices. The process for seeking such facility relocation is unique – it requires that a Committee Resolution be passed by both the House Transportation and Infrastructure (T&I) Committee and Senate Environment and Public Works (EPW) Committee for the General Services Administration (GSA) to proceed with lease agreements. There is no action by the full House or Senate and no Presidential signature required, in contrast to joint or concurrent resolutions.

As a result, the Senate EPW Committee passed a resolution in December 2011 authorizing GSA to seek a new FBI headquarters facility within certain parameters. The House T&I Committee has not yet acted on this issue, but the Senate resolution will continue to be in effect during the 113<sup>th</sup> Congress, and is still awaiting House action. A House resolution could include different parameters than the Senate resolution, in which case GSA would follow guidance from both and adhere to the most specific requirements in either resolution – no floor or Presidential action would be required even in that case. If resolutions are approved by both committees, GSA negotiates a private sector lease transaction which is then approved by another resolution at the House T&I and Senate EPW Committees.

On November 15, 2013, GSA formally issued a request for expressions of interest for a new FBI headquarters. The solicitation specifies that proposed sites must be located within two miles of Metro and 2.5 miles of Interstate 495; accommodate 2.1 million square feet of office space and parking; and provide security protection at the same level as the Pentagon and CIA headquarters.

The County will actively engage the GSA to consider the Springfield GSA site, and will continue to work closely with the County's Congressional delegation and interested developers in the County. The delegation has already indicated consensus in support of this site, as best meeting all the requirements of the Senate resolution. County staff will also work with key agencies such as the GSA, FBI, and CIA in support of the site selection.

### **The Marketplace Fairness Act (New)**

On May 6, 2013, the Senate voted 69-27 to pass the Marketplace Fairness Act of 2013 (S.743). The Marketplace Fairness Act, which is now being considered by the House, would allow state governments to collect state and local sales taxes on all online sales. Both Senators Mark Warner (D-VA) and Tim Kaine (D-VA) voted for passage. In the House, Congressman Goodlatte, Chairman of the House Judiciary Committee, has said that H.R. 684, the companion legislation to S.743, will move through his committee under regular order. Though the bill currently has 66 bipartisan co-sponsors, Congressman Goodlatte has raised concerns that the Senate bill would

give states too much authority to target out-of-state businesses with tougher enforcement actions than in-state businesses. It is also possible that the online sales tax issue may become part of a larger tax package, including items such as banning states from imposing business or activity taxes on out-of-state businesses (H.R. 2992), or blocking new taxes on the downloading of digital goods such as music or software (S. 1364).

The Commonwealth of Virginia's recently passed transportation funding bill, HB 2313, depends on federal passage of the Marketplace Fairness Act. Should Congress enact the legislation, the Commonwealth can begin collecting these taxes. Over half of the revenues generated from these sales taxes will be allocated to the Commonwealth's Transportation Trust Fund (construction and transit), with the remainder being provided for local needs and public education. If the Marketplace Fairness Act is not enacted by January 1, 2015, the Commonwealth's gas tax will increase by 1.6% per gallon, but these funds will be primarily directed toward road maintenance. The County supports enactment of the Marketplace Fairness Act, as it will address the region's road capacity and transit needs. (*new*)

**FAIRFAX COUNTY**  
**OTHER 2014 KEY TRANSPORTATION PROJECTS**

Fairfax County understands that funding opportunities are not in the traditional project-specific format used in the past. However, should any federal transportation funds become available the County supports the following key transportation priorities:

**Richmond Highway Public Transportation Initiative:**

The Richmond Highway (U.S. Route 1) Corridor is one of the most heavily transit dependent areas of Fairfax County. It is also one of the most congested and economically disadvantaged. Currently, pedestrians and transit passengers have significant difficulty crossing the six lanes and numerous turn lanes on Richmond Highway. The Route 1 Corridor Bus Study found that transit service would be better utilized if transit facilities are upgraded. This project includes design, land acquisition, and construction of a transit center and pedestrian improvements to provide access to transit facilities, as well as a study to examine long-term transit and highway solutions for U.S. Route 1 which will help increase transit ridership, reduce traffic congestion, and promote economic revitalization in the area.

**Rolling Road between Fairfax County Parkway and Old Keene Mill Road:**

This project will widen this section of Rolling Road from two lanes to four lanes. This portion, the only one north of the FBNA that is not four lanes, experiences constant congestion, making it extremely difficult for those living on the road to access their residences and for commuters to reach their workplaces by car or transit. Additionally, Rolling Road is a main route to access the FBNA from the north. As portions of Rolling Road are currently without sidewalks, the improvements will help provide the missing links for pedestrian access. It also includes wide curb lanes for bike access, which is needed, because Rolling Road connects to the Cross County Trail, the primary multiuse north/south trail in the County.

**I-66/Route 28 Interchange:**

Currently, the interchange does not fully accommodate all directional movements. In some instances, left-turn signals are required to travel on and off the interstate, which creates extensive congestion on both Route 28 and the interstate, which is a significant safety hazard. Removing the signalized movements and providing more direct access would greatly improve vehicle flow and significantly reduce traffic congestion. VDOT has begun a feasibility study to develop a plan for improvements.

**Route 7 Widening Reston Avenue to Dulles Toll Road:**

This project will widen Route 7 from four to six lanes, significantly improving extensive congestion along this and nearby roadways. Route 7 is a major thoroughfare into Tysons, one of the largest employment centers in the nation, and is continually subject to overcrowding. Though Fairfax County is working to transform Tysons into a more pedestrian and transit accessible area, vehicle access is still critical and widening Route 7 is essential to ensuring employees can reach their place of work. This project includes multi-use trails on both sides of the roadway, which currently has no place for pedestrians to walk. These new facilities will allow for greater access for pedestrians and those on bicycles. The project also includes intersection improvements, further improving the safety of the roadway.

**Study for High Occupancy Vehicle (HOV) Lanes on Braddock Road:**

Travel demand modeling indicates high volumes of vehicles from the Burke area of Fairfax County accessing the I-495 Beltway. To address this issue, HOV lanes on Braddock Road, east of Burke Lake Road, have been added to the County's comprehensive plan. This project has become more important with the opening of the I-495 Express Lanes which include direct access from Braddock Road. However, additional funding is necessary to best plan on how to address those needs.

**Soapstone Connector:**

Fairfax County is currently conducting a Feasibility Study for the Soapstone Drive Connector/Overpass over the Dulles Toll Road. It would provide connectivity and accessibility to the new Wiehle-Reston East Metrorail Station by connecting major east west roads- Sunset Hills Road and Sunrise Valley Drive located north and south of the Toll Road. The study of the project is underway and additional funding will be necessary to design and construct the project once the study is complete.